



Wisconsin Aviation Bulletin

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New WisDOT secretary appointed



Governor Jim Doyle named **Frank Busalacchi** as the secretary of the Wisconsin Department of Transportation. Prior to the appointment, Secretary Busalacchi served as secretary-treasurer of Teamsters Local 200, one of the largest Teamster locals in the state. He was president of the Summerfest Board of Directors in Milwaukee and was appointed by Governor Thompson as construction committee chairman for the Miller Park Baseball Stadium construction project. Secretary

Busalacchi is a member of both the Southeast Wisconsin Regional Freeway System Advisory Committee and the Greater Milwaukee Committee.

Don't jeopardize your airport's future funding

In May 1999, the federal Government Accounting Office issued a report claiming that the Federal Aviation Administration (FAA) had not adequately monitored general aviation (GA) airport compliance with land use obligations as agreed to in their grant assurances. Congress directed the FAA to conduct inspections to report the scope of unauthorized use of airport land. The inspections began in 2001 and the data will be compiled into the *Land Use Compliance Report* that will be presented to Congress in the annual Airport Improvement Program report.

The report will contain a list of airports found to be in noncompliance with federal requirements, detailed circumstances of noncompliance and the timeline for corrective actions. Some of the areas of concern are:

- Is airport land being used for non-aeronautical purposes? (Such as parks, hiking or bike trails, non-aeronautical municipal buildings, residential hangars, "through-the-fence" operations, towers, agricultural crops in inappropriate areas, etc.)
- Has airport land use been changed or has land been sold or released from the airport without FAA approval?
- Have incompatible land uses been allowed near the airport? (Residential development, ponds, other wildlife attractants, cell towers, etc.)
- Is income being diverted to non-aviation uses?
- Are all leases and use agreements appropriate? If they are not aeronautical and for more than five years, FAA must approve them.
- Ensure that all airport property released from its obligations is being used in accordance with the release documents.
- Are the Airport Layout Plan and Exhibit A maps outdated?

If unauthorized uses exist, the FAA requests corrective action prior to your airport receiving federal funds. Corrective actions could include repaying FAA for past grant money, closing or shortening runways, tearing down or moving buildings, buying back land, buying out leases or moving roads.

Wisconsin has only had one inspection, but all GA airports will be undergoing an inspection. If you have questions about an existing or potential use of airport property, call Martha Alberti at (608) 266-1906.

Hangar building codes

Wisconsin recently completed the greatest revision to its commercial building code in over ninety-years. What does the new code say about aircraft hanger construction?

New standards have been established for exterior walls, basements, floor surfaces, heating equipment, finishing, and fire suppression.

Of particular interest are fire protection system requirements. They are based on the classification of aircraft hanger buildings into four groups, Group I, Group II, Group III, or Group IV. The hangar groups are determined by the size of the hangar and its construction type classification. There is a specific exception to the fire protection system code where Group II hangars storing private aircraft without major maintenance or overhaul are exempt from foam suppression requirements.

Also, exterior walls located less than 30 feet from property lines, lot lines or a public way are required to have a fire-resistance rating not less than 2 hours. It is important to stress that this provision is specific to legally platted property lines; lease agreement lines for multiple hangars located on the same property are not subject to this provision.

For more detailed information, consider attending the Wisconsin Aviation Conference on March 31. Henry Kosarzycki from the Wisconsin Department of Commerce will address this subject in detail at a session titled *Aircraft Hangars and the Wisconsin Commercial Building Code*.



Airport Spotlight

Bloyer Field

The City of Tomah is located in Monroe County (western Wisconsin) at the intersection of Interstate 90 and Interstate 94, or “where the I divides.”

After WW II, Vic Bloyer purchased 120 acres of land for an airport in his hometown and shortly after, opened a flight school. One of the airport’s first roles was to serve as a stopping point on the original airmail route through the state, known as the “Great Aerial White Way.”



Through the decades, the community struggled with the option of turning the airfield into a municipal airport. After a fatal accident, the airport was closed. The accident prompted the city to lease the airport and apply for state and federal money to lengthen and reconstruct the pavement. The process took years to complete, but eventually the airport ownership was transferred to the city.

In 2001, the airport recorded 7,150 aircraft operations (take-offs and landings) and served 12 based aircraft, including 11 single-engine and one multi-engine aircraft. Frequent business users of the airport are Cardinal Glass and Tomah Lumber and Fuel.

The results of the economic study estimate that Bloyer Field provided nearly \$557,000 in economic output, supported 17 jobs and contributed over \$216,000 in personal income to the region in 2001.

Regional Profile

Area Population

City of Tomah – 8,572
Monroe County – 41,865
Monroe County Employment – 19,350
Per Capita Personal Income – \$20,529

Regional Employers

- U.S. Department of Defense
- Department of Veteran Affairs
- Wal-Mart
- The Toro Company
- Northern Engraving
- Cardinal IG
- Sparta Area School District
- Tomah Public School
- County of Monroe

Airport Stats

3,900' x 75' paved runway
Medium intensity runway lights
FBO - Brady & Sons, LLC

GA entitlement funding available for 2003

General aviation (GA) entitlement funding is included in the FY 2003 aviation reauthorization bill (AIR 21). Wisconsin’s share of these funds is approximately \$8.8M which will be made available to 73 GA airports. Amounts per airport will vary from \$10,000 to \$150,000.

Entitlement funds can only be used for eligible projects and may be “banked” for up to three years and applied toward a larger project. These funds can also be commingled with regular block grant funds. Some examples of eligible projects include pavement rehabilitation, runway extensions, land acquisition, security fencing and gates, apron and taxiway work, snow removal equipment and buildings. Funds cannot be used for reimbursement purposes for work previously completed, airport maintenance costs, terminal buildings, hangars, parking lots or applied to the airport’s financial share of other state or federal projects.

The federal share for eligible projects is 90% of the total cost, the state’s share at 5% and the airport’s share at 5%. A larger project could use a mixture of GA entitlements and block grant funds or include a higher sponsor contribution. Potential projects must go through the normal petition process.

The Bureau of Aeronautics recently mailed letters to all airports that are eligible for 2003 GA entitlement funds. Newcomers to the GA entitlement program should contact Michael Jordan at (608) 266-0902 to set up an informational meeting or call your airport’s project manager for project specific information.



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The 2003-04 Wisconsin Airport Directory & Pilot Guide is currently in the final proofing stage with delivery expected by late April. We are currently out of the 2001-2002 edition. Updated pages can be found at www.dot.wisconsin.gov/travel/air/airportdirectory.htm. Please direct any comments and corrections to Jeff Taylor at (608) 266-7347 or jeffery.taylor@dot.state.wi.us.



Kim Kaarto (l) and David Johnson (r)

Bureau annual awards presented

Dave Johnson and **Kim Kaarto** were presented with the *2002 Star Performer Award*. This annual award is presented to bureau employees to recognize exceptional performance.

Dave, an airport development engineer, quietly took on additional airport construction projects during a staff shortage, gave his 110% and finished the projects in a timely manner. Dave is always willing to lend that helping hand to assist others.

Kim, an airport engineering specialist, was recognized for going above and beyond her job duties to mentor a new employee through standards, policies, procedures and paperwork. Her patience, direction and time was truly appreciated.

Bonnie Tallman, executive staff assistant for the DTID

Administrator Gary Whited, received the *Spirit of 2002 Award*. The bureau presents the Spirit Award each year to a WisDOT employee outside the

bureau who has shown

exceptional performance in contributing to the bureau's mission.

Bonnie was cited for her assistance in planning and running the annual Wisconsin Aviation Conference.

Bonnie handles the registration fees and all conference funds, is an excellent team player and a great asset to the annual conference.

New runway for Morey Airport

Plans are now underway to build a new realigned 4,000' x 75' runway at Middleton's Morey Airport. The project includes lighting, a parallel taxiway, apron, hangar taxiways, access road, and auto parking lot. Construction is expected to start this spring and be completed in the fall of 2003.

Morey Airport was privately owned up until 1999 when the City of Middleton purchased it to help protect the airport as a transportation facility and provide the safety and facility improvements needed to make it a more useful economic tool.

Airport construction award given

The 2002 Outstanding Airport Construction Award was presented to Mathy Construction of Onalaska and Brad Volker of Cooper Engineering Co., Inc. of Rice Lake for their work at the Black River Falls Area Airport.

Construction at the airport began in the mid-2002. The project included reconstructing airfield pavements, apron and taxiway expansions in the terminal area, replacement/upgrading of airfield lighting, and the installation of a perimeter fence. The project also included obstruction clearing and grubbing of approximately 65 acres of trees to satisfy FAR Part 77 requirements. Clearing was done by hand within the limits of an archaeological site and along a hillside adjacent to the Black River. Four spans of a power line and three poles in the runway approach were buried to provide a safer night approach.

The project overcame many obstacles, stayed on a tight budget, and provided the sponsor with a quality project.

Smart growth

"Smart Growth" language in a recent budget bill requires all Wisconsin communities to implement smart growth. The legislation specifically mentions transportation facilities, both highways and your airport.

Your community is going to grow, but are you going to stand by and let it happen or are you going to guide it? What part do you see your airport playing in the economic development of your community?

The best way for a community to guide growth and development is through zoning. Publicly-owned airports have an additional tool to protect their investment. Wis. Stat. Chapter 114 provides airports the authority to limit the height of objects and the use of land within three miles of the airport boundary. This "overlay zoning" means the provisions of the ordinance are effective whether or not the area zoned is within the boundaries of the zoning municipality.

Most publicly-owned airports in Wisconsin have adopted a Height Limitation Zoning Ordinance because it's a requirement for funding assistance. Only seven airports in Wisconsin have Land Use Zoning Ordinances. Adopting a Land Use Zoning Ordinance is a difficult and often contentious process, but it is the best way to protect your public transportation investments.

The Bureau of Aeronautics is working on ways to help communities with the land use zoning process. A Land Use Planning Symposium is conducted every fall, related topics are discussed at the annual aviation conference every spring, and new programs are being worked on to assist communities. This is what "Smart Growth is all about.



Art contest winners

The Wisconsin Bureau of Aeronautics is proud to announce the Wisconsin and national winners of the International Aviation Art Contest. This year's theme was "100 Years Of Powered Flight."

Wisconsin has a national winner! Devin Turner, Edgewood Campus School, placed first in the Wisconsin contest in the 10-13 age category. The top three pictures in each age category were entered in the National Aviation Art Contest. His artwork won second place in his age category at the national level. Devin receives a trip to Washington, D.C. where he'll attend an awards banquet and be presented with certificates, ribbons, a framed reproduction of his artwork and a professional work of art.

Other winners of the Wisconsin art contest are: Age 6-9, Austin Johnson Voice, Madison: Age 10-13, Devin Turner, Madison: Age 14-17, Hillary Krueger, Elkhorn.

The first place winners for Wisconsin have their choice of an airplane flight for themselves and two guests or \$50.00 of art supplies. Visit www.dot.wisconsin.gov/travel/air/art.htm to view all the winning artwork.

Aircraft registration

Any private non-commercial aircraft based in Wisconsin for a period of 30 consecutive days or a cumulative period of 60 days in a calendar year is required to apply for aircraft registration from WisDOT-Division of Motor Vehicles.

Registration is due on the date of purchase, entry into Wisconsin, construction completion or restoration. The aircraft registration form can be downloaded at www.dot.wisconsin.gov/drivers/vehicles/aircraft.html. Complete and mail the application with a copy of the Bill of Sale and the registration fees.

To keep the aircraft registration database current, WisDOT-Division of Motor Vehicles should be contacted if the aircraft is destroyed, sold out of state, or is moved from one base airport to another.

Call (608) 266-1861 with aircraft registration questions. Questions on sales and use taxes should be referred to the Department of Revenue at (608) 261-7694.

Register now for the aviation conference

Time is running out to register for the 2003 Wisconsin Aviation Conference being held March 31-April 1 at the Marriott Madison West in Middleton, Wisconsin. The registration fee is \$60 before the March 21 deadline and \$80 after that. Registration forms are available by calling (608) 266-3351 or printing them from www.dot.wisconsin.gov/news/events/air/aviation-conference.htm.

Calendar of Events

March 31-April 1, Middleton

2003 Wisconsin Aviation Conference

July 29-August 4, Oshkosh

EAA AirVenture Oshkosh 2003

October 21, Wisconsin Rapids

Land Use Planning Around Airports Symposium

October 22, Wisconsin Rapids

Airport Operations & Management Seminar

November 1-2, Oshkosh

Flight Instructor Refresher Course

2003 fly-in list available soon

The 2003 Wisconsin Fly-In & Airshow List is being compiled and will be available in April. There will be a one-time mailing to all public-use airports, FBO's, EAA chapters and flying clubs in the state. The list will be available at www.dot.wisconsin.gov/travel/air/fly-ins. To have your event added to the list, please contact the bureau at (608) 266-3351.



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